The Matchman and Southron.

WEDNESDAY, FEB. 5, 1896.

REVIEW OF TRADE.

NEW YORK, Jan. 31.—Bradstreets

to-morrow will say: The features of the week are continued retarded demand for merchandise and checked industrial operations. Least satisfactory is the waiting attitude of some of the more important industries. Shoe factories at Philadelphia are shutting down or running on part time; cotton goods makers regard the outlook for their among 50 pig iron furnaces in the Pittsburg and Shenango districts, 14 goods manufacturers is showing the fact that foreign woolen goods are relatively most active.

An indication of the continued shrinkage in the volume of business in December and its extension into January is shown by prolonged decline in totals of weekly bank clearing, that for this week-\$891,000,-000-being the smallest since the last week in November, and 5.5 per cent. smaller than one year ago. General trade at the close of January proves disappointing, particularly in central western, western and northwestern states, where the movement of merchandise from jobbers has been slow and unsatisfactory, it being only fair at a few points.

Relatively most of the favorable features of trade are found in the continued strength of prices of leading staples, the conservative attitude of wholesale dealers, and aside from the improvement in the outlook at Pittsburg and Baltimore, the actual gain in demand for staples at Charleston, Atlanta, Chattanooga, Nashville and Memphis. The extraordinarily heavy movement of wheat and Indian corn from southern ports and the newly developed South African demand for flour on the Pacific coast remain features at Newport News, Galveston, New Orleans, Tacoma and Seattle.

The prospective success of the government bond issue, the absence of disturbances in the loan markte and the decline of exchange below the gold shipping point, combined to create a bullish speculation in the New York market. The new government loan will, it is thought, be over subscribed, and intending bidders generally seem to have completed their arrangements. The disposition of Wall street professionals is to discount the resulting improvement and many manipulating cliques have ad vanced various stocks, finding buy ing support in spite of the hesitation of the general public. Only \$500 000 gold was shiped this week (t South America) and several million are en route from London for use i the bond subscription Business failures throughout th

United States this week as reported to Bradstreets, show another larg increase, not only as compared wit last week, but as contrasted with the total for the fourth week in January 1895, and 1893. The total is 393 last week it was 341; last year 312; in 1894, 340; in 1803, 271, and in 1892 it was 279.

She Nearly Fainted.

schools, in trying to explain the meaning of the word "slowly." illustrated it by walking across the floor. When she asked the class to tell how she walked she nearly fainted when a boy at the foot of the class shouted. "Bow legged, "ma'am !"-Stratford (Iowa) Courier.

Kin to it.

"I was amused at a women on a train coming into Washington from the south," said a gentleman. "It showed a novel phase of the new women ques-

"At Goldsboro a man got on the train with a baby in his arms. A women followed, but paid no attention to the man. The baby was evidently sick, and the father, a North Carolina mountaineer, paced up and down the car trying to quite the child. Every lady on the car except the women who got on the train at Goldsboro was interested. Considerable speculation was indulged in as to the father and child, the consensus of opinion being that he had just lost his wife and was taking the baby to its grandparents. After two or three hours the woman who boarded the train at the same time the man did spoke to him, and he then passed on fondling the baby.

"A benevolent looking old lady seatnear the women. curious to know something about the matter, said:

" 'The child seems to be sick.' " I saw your speak to the father.

Do you know him ?'

"Orter ; he's may busban."

that child's mother and let the baby daily from 8.30 to 10 P. M. suffer that way ?'

be,' and the woman turned unconcern- rooms of the Y. M. C. A. edly to the window, while the man con--Washington Star.

For What He is Worth.

A traveler in Tennessee, upon noticing a large number of people following a wagon, rode up to an old fellow, who sat on the fence, and asked the cause of such a large procession. "W'y, they air takin' Sam Bates out

ter the graveyard." "He must have been a very popular

man."

"Wall, I should reckon he was." "Held a high position, I puppose." "Stood at the top."

"What was his business?" "Chopped co'd wood fur a livin,' I

"What, do people in this section pay so much attention to wood-choppers?" "Look yare, my friend, Sam was the product unpromising; there is a re- handiest man with a fiddle there was in action in the price of steel billets; this neighborhood. He could jest nachully made a fiddle cluck like a ben. I don't know how it is whar you came are idle and the position of woolen frum; but in this here community we don't pay no attention ter whut a man does fur a livin'; but we measure him fur what he is wath ter society."

> An exchange says, "The South is really in the saddle."

> Yes: and she is getting that mortgage off the mule, too .- Atlanta Con-

"THE CHARLESTON LINE South Carolina and Georgia Railroad.

PASSENGER DEPARTMENT.

Corrected	to Nov. 10th, 1	895.
	(Daily.)	
Lv Charleston	7 20 a m	5 30 p m
Ar Summerville	7 56 a m	6 10 p m
" Pregnalls	8 28 a m	6 50 p m
" Georges	8 40 a m	7 04 p m
" Branchville	9 12 a m	7 50 p m
" Rowesville	9 25 a m	8 07 p m
" Orangeburg	9 38 a m	8 24 p m
" St. Matthews	9 58 a m	8 48 p m
" Fort Motte	10 10 a m	9 03 p m
" Kingville	10 20 a m	9 20 p m
" Columbia	11 05 a m	10 10 p m
Ly Columbia	7 00 a m	4 00 p m
Ar Kingville	7 45 a m	4 44 p m
" Fort Motte	7 57 a m	4 55 p m
" St Matthews	808 a m	5 09 p m
" Orangeburg	8 32 a m	5 27 p m
" Rowesville	8 48 a m	5 42 p m
" Branchville	9 05 a m	5 55 p m
" Georges	945 am .	6 37 p m
" Pregnalls	9 58 a m	6 50 p m
" Summerville	10 32 a m	7 22 p m
" Charleston	11 10 a m	8 00 p m
Lv Charleston	7 20 a m	5 30 p m
" Branchville	9 25 a m	7 50 p m
" Bamberg	951 a m	8 19 p m
" Denmark	10 02 a m	8 31 p tt
" Blackville	10 20 a m	9 50 p m
" Williston	10 37 a m	9 10 p m
' Aiken	11 19 a m	9 57 p m
Ar Augusta	12 01 p m	10 45 p m

6 25 a.m

8 14 a m

8 28 a m

8 41 a m

3 20 pm

5 03 pm

5 17 p m

5 29 pm

Ar Charleston 1	1 10 a m	8 00 p a
Fast Express, August	a and Wash	ington, with
Through Sleepe	ers to New	
Lv Augusta		2 25 p m
Ar Aiken		3 05 p m
" Denmark		4 12 p m
Lv Denmark		6 16 a m
" Aiken		7 19 a m
Ar Augusta		8 00 a m
	ept Sunday	
Ly Camden	8 55 mm	2 25 p m
" Camder Tunction	9 48 a m	3 55 p t
Ar Kingv e	10 20 a m	4 35
	10 35 a m	6 00 a
" Camden Junction	11 10 a m	6 40 a m
Ar Camden	12 05 p m	
E. S. Bowen,	L. A. E	MERSON,
Gen. Manager.	Traffic	Manager.
General offices-		

CO-PARTNERSHIP NOTICE.

THE UNDERSIGNED have this day formed a Co-partnership for the practice of law, under firm name of Wilson & Hurst. All business entrusted to them will receive A lady teacher in one of the public prompt attention. Will practice in Sumter and adjoining counties.

H. FRANK WILSON, C. M. HURST, JR.

Ly Angusta

" Williston

" Blackville

" Denmark

" Bamberg " Branchville

" Aiken

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Dailies, waeklies, monthlies, will be way 12 35 p. m., returning leave Conway at " He's jess as able to tote it as I ound there. Also, the Library from 230 p. m., ar-ive Chadbourn 500 p. m.. be. He's jess as much kin to it as I the S. L. I. has been removed to the leave Chadbourn 35 p. m., arrive at Hub at

An carnest invitation is extended to cept Sunday. tinued to walk and dandle the child." all to visit the rooms and take advantage of the reading matter

costs cotton planters more than five million dollars annually. This is an enormous waste, and can be prevented. Practical experiments at Alabama Experiment Station show conclusively that the use of

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Atlantic Coast Line. Manchester & Augusta Railread

CONDENSED SCHEDULE. In effect November 17, 1895.

TRAINS GOING SOUTH. No. †15 No. *51. No. †57. Lv Bennettsville, Lv Darlington, Lv Elliott, 8 55 Ar Sumter, 10 00 Lv Sumter, 12 10 5 22 Ar Creston,

5 47

Ar Pregnalls,

Ar Denmark,

Ar Orangeburg,

	P. M.	A. M.	۸.			
TRAINS GOING NORTH.						
	No. †56	No. *50	No. †16			
	P. M.	P. M.	A. M.			
Lv Denmark,		4 17				
Lv Orangeburg,		4 51				
Lv Pregnails,			8 50			
Ly Creston,		5 16	1 00			
Ar Sumter,		6 05	3 05			
Lv Sumter,	6 25					
Ar Elliott,	7 08					
Ar Darlington,	7 55					
Ar Bennettsville,	8 54					
	P. M.	P. M.	P.			

*Daily. †Daily except Sunday. Trains 50 and 51 carry through Pullman

Palace Buffet Sleeping Cars between New York and Atlanta via Augusta. H. M. EMERSON, T. M. EMERSON, Ass't Gen. Pass. Agt J. R. KENLY, Gen'l Manager.

Atlantic Coast Line. North-Eastern R. R. of S. C.

CONDENSED SCHEDULE.

	1			1
Dated Nov. 17th, 1895.	ио.35 *	No.23	NO.53	NO 61
	A. M.	P. W.		A. M.
Le. Florence	3 24	7 45		8 20
" Kingstree		8 50		9 38
Ar. Lanes	4 33	9 09	P. M.	10 00
Le. Lanes		9 09		
Ar. Charl't'n		11 13		
	A. M.	P. M.	P. M.	A. M

Ar. Charl't'n			P. M.		
TRA	INS G	OING	NOR'	rH.	
	NO.78	NO.32	NO.52	No.60	
	A. M.	P. M.	A. M.	P. M.	
Le. Charl't'n	4 12	4 25	7 00	3 40	
Ar. Lanes	6 30	6 10	8 35	5 30	
Le. Lanes	6 30	6 10		5 30	
" Kingstree	6 49			5 50	

*Daily. †Daily except Sunday. No. 52 runs through to Columbia via Central R. R. of S. C. Trains Nos. 78 and 32 run via Wilson and

Ar. Florence | 7 55 7 20

Fayetteville-Short Line-and make close connection for all points North. JNO. F. DIVINE, J. R. KENLY, Gen'l Sup't.

Gen'l Manager, Gen'l S T. M. EMERSON, Traffic Manager.

Atlantic Coast Line.

WILMINGTON, COLUMBIA AND AUGUS TA RAILROAD.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH. Dated Nov. 17. 1895. No.55. No.51. Leave Wilmington! *3 30 Leave Marion Arrive Florence P. M. A.M. *7 45 *3 29 Leave Florence 8 53 4 33 Arrive Sumter No.52.

P. M. A.M. Leave Sumter' Arrive Columbia .0 15 11 05 No. 52 runs through from Charleston via Central R. R., leaving Lanes 8 38 a. m., Man-

TRAINS GO	JING NO	KTH.
	No.54.	No.53.
		P.M.
Leave Columbia	*5 20	*4 40
Arrive Sumter	6 43	5 58
	A M	No.50. P.M.
Leave Samter	6 43	*6 05
Arrive Florence	7 55	£7 20
	A. M.	
Leave Florence	8 25	
Leave Marion	9 06	

Arrive Wilmington | 11 50 *Daily. †Daily except Sunday. No. 53 runs through to Charleston, S. C. Until further notice, the Reading via Central R. R., arriving Manning 6 35) m., Lanes 7 12 pm., Charleston 8 52 p. m. Trains on Wilmington & Conway R. R. leave Chadbourn 10 20 a. m., arrive at Conarrive at Chadbourn 9.00 a. m. Daily ex-

JOHN F. DIVINE, Gen'l Sapt J. R KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

Atlantic Coast Line.

PASSENGER DEPARTMENT.

WILMINGTON, N. C., Jan. 6, 1896.

Fast Line BETWEEN

Charleston and Columbia and Upper South Carolina,

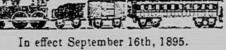
NORTH CAROLINA

AND ATHENS AND ATLANTA. CONDENSED SCHEDULE.

Daily Train No		In effect January 6th, 1896.			Daily.				
11	52		0	STATIONS.		Train No.			
7	00	a	m	Lv	Charleston	Ar	8	52	pn
8	35	a	m	Lv	Lanes	Ar	7	15	рп
9	48	8	m	Lv	Sumter	Ar	5	58	pn
11	05	8	m	Ar	Columbia	Lv		40	рп
12	17	p	m	Ar	Prosperity	Lv	3	16	pn
12	30	p	m	Ar	Newberry	Lr	3	02	pn
1	25	p	m	Ar	Clinton	Lr	2	25	p n
2	34	D	m	Ar	Greenwood	Lv	1	24	pn
3	00	P	m	Ar	Abbeville	Lv	12	50	p n
5	10	p	m	Ar	Athens	Lv	10	41	a n
7	45	p	m	Ar	Atlanta	Lv	8	15	a p
6	05	ρ	m	Ar	Winnsboro				a D
8	20	p	m	Ar	Charlotte	Lv	8	50	2 0
3	45	p	m	Ar	Anderson		March College	00	
	21	p	m	Ar	Greenville		1,72,674.0	2055	
	40	- 100		Ar	Spartanburg	Lv		45	
200	36			Ar		Lv	10000	16	
6	45	p	m	Ar	Asheville	Lv	8	20	an

J. R. KENLY, T. M. EMERSON, Traffic Manage Gan'l Manager. Wilson and Summerton R. R

Ass't Gen'l Passenger Agent.



	IRAINS GO	JING NORTH.
		No. 72.*
Leav	e Wilsons Mill,	9 10 a m
"	Davis,	9 45 a m
	Summerton,	10 10 a m
	St. Paul,	11 10 a m
14	Silver,	11 45 a m
1.	Packsville,	12 05 p m
	Tindal,	12 25 p m
Ar.	Sumter,	I2 50 p m

TRAINS COING SOUTH

	I KAINS G	DING SUUTE
		No. 73.*
a v	e Sumter,	1 30 p m
4	Tindal,	1 55 p m
•	Packsville,	2 25 p m
	Silver,	2 55 p m
4	St. Paul,	4 00 p m
	Summerton,	4 35 p m
ı	Davis,	5 20 p m
	Wilson Mill,	6 20 p m

*Daily except Sunday.
THOMAS WILSON

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Feb. 28.

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